

NINETEEN DIE IN FIRE

Incredibly Horrible Scenes in Philadelphia.

Women Jumped to Their Death, Men Crushed by Falling Walls, Bodies Roasted on Fire Escapes, Dead and Dying Heaped in the Street.

PHILADELPHIA, Pa., Oct. 26.—A fire in which the police say nineteen persons lost their lives and many more were seriously injured, occurred yesterday in the heart of the business section of the city. The nine-story building at 1219 and 1221 Market street, occupied by Hunt, Wilkinson & Co., upholsterers and furniture dealers, and two unoccupied buildings at 1223 and 1225 Market street were destroyed. Many other buildings were damaged and the loss is estimated to be upward of \$500,000.

The fire is supposed to have been caused by an explosion of benzine or naphtha, which, with other materials used in the manufacture of furniture, was stored in the cellar. The flames shot up the elevator shaft and in less than five minutes every one of the nine floors of the structure was ablaze.

There were 320 employees, men and women, at work in the different departments at the time. Those on the second floor were the first to see the flames. Instantly there was a wild rush for the fire escapes, but owing to the highly inflammable nature of the material used by the firm the blaze spread with remarkable rapidity, bringing death to the unfortunates as they made frantic but unsuccessful efforts to escape.

One woman leaped from one of the top floors into Market street and was instantly killed. Another was roasted to death as she was descending the fire escape in the rear of the building. Two others either jumped or fell from the fire escape and were killed. Five others who leaped from windows were picked up living, but they died on the way to the hospital.

While the fire escape was filled with the panic-stricken men and women the wall collapsed, and eight persons are known to have been buried in the ruins. A few minutes later the front wall fell inward and it is not known whether any bodies are under it. It is such the case the victims were probably burned to death before the wall collapsed.

When the fireman reached the rear of the building, which faces on Commerce street, a small thoroughfare, they found the street literally piled up with victims who had been carried down by the falling wall. These were hastily conveyed to the nearest hospitals.

Eyewitnesses say the flames spread with remarkable rapidity. This, they say, is due to the fact that much naphtha, varnish, excelsior and other highly inflammable material was used by the firm.

Employees who started down the fire escape in the rear of the building before the flames were visible from the street were compelled to jump before they had traveled two stories, because of the flames breaking through the windows. The first firemen who arrived on the scene devoted their energies entirely to the work of rescue.

Nets were spread in the front and rear of the building and some who jumped were saved in this way. A woman jumped from one of the windows of the Market street front, but the smoke blinded her and she missed the net, striking the pavement and dying instantly. In the rear a young girl who jumped from one of the top stories caught on the fire escape at the third story and the flames, bursting from the window, burned her body to a crisp in almost a minute.

Two men, one white and one colored, emerged from the fourth story and stood on the fire escape with the flames all around them. The white man danced up and down and appeared to be bereft of his reason. The colored man stood for a few seconds and then jumped to his death below.

The white man stood on the

fire escape until he was overcome and then fell to his death in the small street. There was no fire escape on the front of the building and all employees rushed madly to the rear.

First Victims of Corn Shredder.
NOBLESVILLE, Ind., Oct. 26.—John Lane, a farmer living near Sheridan, is the first victim of the corn shredder in Hamilton county this season. While feeding one of these machines his hand was caught between the knives and his arm torn off near the shoulder.

SALEM, Oct. 26.—Otto Zink, a farmer living four miles east of Salem had his hand torn off in a corn shredder yesterday. It is reported that the arm will have to be taken off at the elbow.

Novelist in Parliament.
LONDON, Oct. 26.—Hall Caine has been elected to represent the town of Ramsay in the Manx Parliament, receiving 458 votes to 191 cast for his opponent, a local lawyer named Kermod.

HAMMOND'S GREAT FIRE
Pioneer Packing Plant Totally Destroyed With Heavy Loss.

HAMMOND, Ind., Oct. 24.—The G. H. Hammond Packing Company plant was discovered on fire early last evening, and the greater portion of it was destroyed. The damage is estimated at half a million dollars. At least 1,800 men will be thrown out of work. Engines were sent from Chicago, and when Assistant Fire Marshal John Campion arrived, at eleven o'clock, five acres had been burned. He at once recommended that all efforts of the combined departments—Hammond, Pullman, and Chicago—be made to keep the fire from spreading to the west end of the plant. When he arrived the beef-killing house, sheep-killing house, export coolers Nos. 1 and 2, and the G. H. Hammond company firehouse had gone.

At midnight the north wall of the export cooler building, covering a block, fell and seriously injured Albert Buchner and J. Maloney, members of the Hammond fire department. They were taken to St. Margaret's hospital. Both men's arms and legs were broken. They were taken from the debris in an unconscious condition. It is thought they will die.

There was a stampede in the cattle pens at the time the fire broke out, and after considerable trouble employees of the company succeeded in corralling the cows in the east end of the plant.

The Hammond plant was established in the early '70s by John H. Hammond, an eastern capitalist, and it was one of the pioneer dressed-beef establishments of this country.

Narrow Escape from Drowning.

LOGANSPOUT, Ind., Oct. 24.—Dr. Franz Herrmann and a young man named Rue had a narrow escape from death, being rescued after being in water eighteen feet deep for several hours entangled in buggy robes and lines, the danger constantly increasing owing to the frantic efforts of the frightened horse to free itself. The doctor was driving over a narrow strip of land between Twin lakes when the ground gave way and the buggy and occupants were washed into the water. The horse carried them out into the lake and it was thought all would be drowned. After three hours' work six men in boats finally saved their lives.

Golden Gravel.

Pit Used to Supply Roads Suspected of Being Rich in Nuggets.

Rumors of Pope's Illness.

ROME, Oct. 25.—The Vatican officials are offended by an article that appeared in the Paris Eclair which declared that a coadjutor to the Pope was necessary, owing to the decrepitude of the Pope, which places him absolutely under the influence of Cardinal Rampolla, the papal secretary of state. Nevertheless it is rumored that the Pope will never again be able to perform any independent act, and that his life is preserved solely by Dr. Lapponi's extraordinary care of him. It is said that his holiness is subject to continual fainting fits.

SEA TERROR

America's Largest War Vessel, U. S. S. New Jersey.

Work Begun on a Three Years Job to Employ a Full Brigade of Mechanics—Another Ship Just Like Her to Be Built by Her Side.

BOSTON, Mass., Oct. 25.—The first out-door work for the battleship New Jersey was done yesterday at the yards of the Fore River Ship and Engine Company on Quincy Point, in Boston harbor. Sixty expert draughtsmen have been engaged on the plans for the past six months and during that time the new yards of the company for this contract have been in preparation.

The New Jersey was contracted Feb. 15, 1901, and must be completed within three years from that date. The price is \$3,405,000. She will be the largest battleship afloat and the most efficient heavyweight fighter in the world. She will be 435 feet in length, 47 feet in excess of any other American war vessel; her breadth at the waterline will be 76 feet and 2 1/2 inches, four feet wider than any other, her displacement will be 14,950 tons, 4,000 tons more than the heaviest we now have, but her draught will be only 23 feet and nine inches, three inches less than the Indiana; she will carry 1,900 tons of coal, and her speed will be 19 knots, faster than the Illinois by two knots, the Illinois now holding the record.

Her armament will be something terrific, for she will be able to throw 5,600 pounds of modern steel projectiles at a broadside and she will also be equipped to discharge subaqueous torpedoes. She will carry 84 guns, ranging in size from single-shot one-pounders, through various rapid fire caliberers and up to the new pattern 12-inch turret guns, the most effective cannon now made. She will be manned by 703 officers and men, a complement equal to that of the largest line-of-battle ships of the sailing period.

In the construction of this floating terror there will enter 2,250,000 pounds of steel angles and shapes, 8,000,000 pounds of steel armor plates, 800,000 pounds of nickel steel plates and sufficient corn-pith cellulose, made of cornstalks, to form a cofferdam belt around the whole ship above the waterline. Should a plate be torn, by a shot or otherwise, the cellulose will swell as soon as it is wet and keep the water out. Twenty-four mammoth boilers will furnish steam for the two engines, developing 19,000 indicated horsepower. There will be other engines for the electrical plant by which light will be furnished and power for many purposes will be had. The number of men to be employed in the construction of the New Jersey will be 2,800 directly and many more indirectly.

Under the same contract and at the same time the Fore River company will build the Rhode Island, an exact duplication of the New Jersey, and the yard work on her will be commenced within a few days. Work is already well advanced at these yards on the cruiser Des Moines and the destroyers Lawrence and McDonough and the keel is laid for the first seven-masted schooner ever designed.

GOLDEN GRAVEL.

Pit Used to Supply Roads Suspected of Being Rich in Nuggets.

Rumors of Pope's Illness.

MUNCIE, Ind., Oct. 25.—D. B. Moore, a farmer of Niles township, came to town yesterday with a cigar box filled with gold nuggets that he found in the gravel pit on his farm. The nuggets stood all the acid tests for gold.

Gravel from the pit has been used to improve roads all over the county. Moore says he never noticed the pit much, but he thinks there is plenty more gold there.

Further tests are being made today. Moore's find is not known in the vicinity where he lives.

He is much excited and will have the pit fenced in and will operate his mine.

GOLD NEAR CHARLESTOWN.

CHARLESTOWN, Ind., Oct. 25.—C. C. Mengel, I. N. Stone and W. H. Bloch, business men of Louisville, have formed a company to develop a gold mine recently discovered near the Tunnel flouring mill, three miles north of this city. The company has secured a ninety-day option on the mine, which assays \$15 per ton, and will begin at once to sink a shaft to ascertain the value and extent of the lode.

The metal is in the bed of a small branch and it is probable that the deposit reaches through the hills to the junction of the stream with a large creek two miles from the mine. It is estimated that the machinery for the test will cost \$20,000. Mr. Stone, who owns several valuable gold mines in the west, says he thinks the find can be profitably operated.

AMERICAN SUPREMACY

Austria Forced to Admit it and Seeks Defensive Measures.

VIENNA, Oct. 24.—At a meeting of committees representing Austrian agricultural and manufacturing interests, held in Vienna last night to discuss measures for coping with transoceanic competition, the following resolution was adopted:

"In view of the commercial policy of the United States and the example of Germany, a complete recasting of the Austro-Hungarian customs tariff is advisable, in order to afford adequate and permanent protection to industry and agriculture, to facilitate the conclusion of favorable commercial conventions, and to promote exportation."

"Following the example of the United States, facilities offered by the customs tariff for concessions should be turned to advantage in the case of every individual state. Treaties should contain no clause granting the most favored nation treatment in a general and unrestricted sense, but clauses should be inserted providing for reciprocity and equivalent advantages."

A further resolution advocated the conclusion of commercial treaties for long periods, where they would give sufficient protection to home production, but recommended treaties for short periods with the United States and the Argentine Republic, urging in conclusion that the countries of central Europe should "unite for a common defense against transoceanic competition."

ISTHMIAN CANAL TALK

London Spectator Tells how its Construction Would Help Great Britain.

LONDON, Oct. 26.—The Spectator, dealing with the question of the isthmian canal, says:

"When once the canal is made by the United States, opened to the whole world on equal terms and held so strongly that no power at war with Great Britain will be able to violate its neutrality, the British nation will realize that, instead of the abrogation of the Clayton-Bulwer treaty proving an injury, it is a great benefit to the nation."

"That America, though she will make, work, and hold the canal, should bind herself to preserve its neutrality as regards a power with which she might be at war, is absurd. Such a stipulation would not and could not be observed ten minutes after war is declared. The American isthmian canal, like everything else American, will be used against America's enemies in case of war, whatever jurists may say. We should do the same in case of the Suez canal."

Citizens Terrorized by Robbers.

PINCKNEY, Mich., Oct. 26.—The citizens of Parker's Corners, a hamlet near here, were held at bay last night by a gang of armed burglars while they robbed the safe in L. F. Peet's general store. The men dynamited the safe and the explosion, which wrecked the store, awakened the citizens. There were four men

DECEPTION.

When the conjurer shows an empty hat, and at once begins to extract from it rabbits or cabbages, we know that we have been adroitly deceived, because we know we can't get out anything that isn't in it.

If people would only reason in that way about medicines they would be a great deal better off in health and pocket.

A number of so-called "blood making" and "flesh forming" "tonic" medicines are only stimulants in disguise. You can't get strength out of a stimulant because strength is not in it. All physical strength is derived from food digested and assimilated and in the form of blood nourishing the entire body. Doctor Pierce's Golden Medical Discovery does not make blood or make strength, no medicine can do that. But it does cure diseases of the stomach and its allied organs, and so causing the perfect digestion and assimilation of food, it enables the building of the body in sound and vigorous health.

"I can say to you one bottle of your 'Golden Medical Discovery' has cured me sound and well, after suffering two long years with stomach disease," writes W. H. Braswell, of McAdenville, Gaston Co., N. C. "My health is worth all the world to me. I will praise you as long as I live."

The People's Common Sense Medical Adviser, a book containing 1008 pages, is given away. Send 21 one-cent stamps the expense of mailing only, for the book in paper covers, or 31 stamps for the volume bound in cloth. Address Dr. R. V. Pierce, Buffalo, N. Y.

in the gang and they successfully held the residents off with their revolvers until they had cleaned out the safe. Before they left town the robbers also cut the telephone wires, leaving the hamlet without communication.

It is not known how much they secured from the safe, but it is thought to be considerable.

PAN-AMERICAN BROKE

The Big Show Will be in Default More Than Four Million Dollars.

BUFFALO, N. Y., Oct. 24.—At a meeting of the executive committee of the Pan-American exposition yesterday afternoon an unofficial statement was made that the exposition probably will default in the sum of \$4,100,000. This will include \$500,000 of the first mortgage bonds, \$500,000 of second mortgage bonds, \$2,100,000, stock, and other indebtedness \$1,000,000.

Of the original \$2,500,000 first mortgage bonds, 5 per cent. has been paid and the treasurer will be able to pay 30 per cent. more. The balance will be a default.

The second bond issue of \$500,000 will be defaulted entirely. There will not be the least return on the \$1,600,000 of stock sold outright nor on the \$500,000 of stock given as a bonus to the second bondholders.

The question which will now perturb the holders of exposition paper is whether the stockholders can be assessed for the shortage of \$4,100,000. While it is not believed they can, the matter is yet to be decided.

Many of the building contractors have been paid only 30 per cent on their contracts, and there is little prospect that they will ever receive any more.

A plumber who obtained judgment against the exposition has laid claim to one of the buildings to satisfy the judgment. Other suits are pending against the exposition company.

China May Recall Wu.

PEKIN, October 24.—There is strong opposition among conservative Chinese officials to Wu Tingfang, Chinese minister at Washington, retaining a foreign mission. Those who take this view consider that his popularity abroad is a proof that he is not sufficiently loyal to the interests of China. It is probable that he will be recalled and given a position on the new board of foreign affairs, where his linguistic and legal attainments may be utilized under the eye of the government.

Tillman's Bloody Threat.

GUTHRIE, O. T., Oct. 25.—Senator Tillman, of South Carolina, who is here on a lecturing tour, said:

"The action of President Roosevelt in entertaining that nigger will necessitate our killing a thousand niggers in the south before they will learn their place again."

Those famous little pills, DeWitt's Little Early Risers, compel your liver and bowels to do their duty, thus giving you pure, rich blood to recuperate your body. Are easy to take. Never gripe. J. W. Hess.

Through Sleeper To Marquette, Mich., Chicago & North-Western Ry. 8:00 p. m. daily. Marquette for breakfast. Temperature delightful. Low rate tourist tickets with favorable limits. For full particulars regarding rates, time of trains and descriptive pamphlets apply to your nearest agent or address W. B. Kniskern, 22 Fifth Ave., Chicago, Ill.

REDUCED RATES.

The sale of special fare colonist tickets to California, and settlers' tickets to the Northwest, West, South and Southwest has been resumed via Pennsylvania lines. Particular information about fares, through time and other details will be furnished upon application to passenger and ticket agents of the Pennsylvania lines.

Low Rates on Tuesday Pan-American Exposition at Buffalo, N. Y. Via Vandalia Line.

On Tuesday Sept. 24, Oct. 1st, 8th, 15th, 22nd and 29th the Vandalia Line will sell round-trip excursion tickets to Buffalo and return for \$8.70 from Plymouth. Good connection made both going and returning at South Bend with L. S. & M. S. or with Grand Trunk Railroads. Ticket good for six days from date of sale.

25.00 Colorado and Return.

Chicago & North-Western Ry., \$10.35 St. Paul, Minneapolis and return, \$14.35 Duluth, Superior and return, \$25.00 Hot Springs, S. D., and return, \$40.00 Utah and return from Chicago, August 1 to 10, \$50.00 Chicago to San Francisco, Los Angeles and return, September 19 to 27. Quickest time. Service unequalled. Apply to your nearest ticket agent for tickets and full information or address A. H. Waggoner, 22 Fifth Avenue, Chicago, Ill.

Iron and Copper Where They Are Found.

Fully and interestingly described in the illustrated booklet "Containing" large indexed map, plainly indicating the region in which this valuable ore is found, now ready for distribution by the Chicago & North-Western Ry. Copy will be mailed to any address upon receipt of two-cent stamp by W. B. Kniskern, 22 Fifth Ave., Chicago.

"I wish to truthfully state to you and the readers of these few lines that your Kodol Dyspepsia Cure is without question, the best and only cure for dyspepsia that I have ever come in contact with and I have used many other preparations (John Beam, West Middlesex, Pa.) No preparations equals Kodol Dyspepsia Cure as it contains all the natural digestants. It will digest all kinds of food and can't help but do you good. J. W. Hess.

Stricken With Paralysis.

Henderson Grimes, of this place, was stricken with partial paralysis and completely lost the use of one arm and side. After being treated by an eminent physician for quite a while without relief, my wife recommended Chamberlain's Pain Balm, and after using two bottles of it he is almost entirely cured.—Geo. R. McDonald, Man, Logan county, W. Va. Several other very remarkable cures of partial paralysis have been effected by the use of this liniment. It is most widely known, however, as a cure for rheumatism, sprains and bruises. Sold by J. W. Hess.

\$50.00 Round Trip to California.

Chicago & North-Western Ry. from Chicago, September 19 to 27. The Overland Limited, the luxurious every day train, leaves Chicago 6:30 p. m. Only three days enroute. Unrivaled scenery. Variable routes. All meals in Dining Cars. Buffet Library Car (with barber). Two other fast trains 10:00 A. M. and 11:30 P. M. daily. The best of everything. Daily and personally conducted tourist car excursions to California, Oregon and Washington. Apply at your nearest ticket agent or address A. H. Waggoner, 22 Fifth Avenue, Chicago, Ill.

A Typical South African Store.

O. R. Larson, of Bay Villa, Sundays River, Cape Colony, conducts a store typical of South Africa, at which can be purchased anything from the proverbial "needle to an anchor." This store is situated in a valley nine miles from the nearest railway station and about twenty-five miles from the nearest town. Mr. Larson says: "I am favored with the custom of farmers within a radius of thirty miles, to many of whom I have supplied Chamberlain's remedies. All testify to their value in a household where a doctor's advice is almost out of the question. Within one mile of my store the population is perhaps sixty. Of these, within the past twelve months, no less than fourteen have been absolutely cured by Chamberlain's Cough Remedy. This must surely be a record." For sale by J. W. Hess.

The "North Coast" Limited.

Train of the Northern Pacific which created such a furor during its first season, in 1900, is again shooting back and forth across the continent in all the glory of its former days. This Crack Train of the Northwest, almost entirely new for 1901, is the epitome of modern passenger train construction. The Dining car with its a la carte breakfast and lunch, and table d'hôte dinner for \$1.00; the unequalled Tourist Sleeping car of 16 sections, roomy lavatories and electric lights, the first class Drawing Room Pullman with two electric lights in each section, and the palatial Observation car with two smoking rooms, buffet, barber shop, bath, library of 140 volumes, current magazines, ladies' parlor, and observation platform, all together form a train of unusual comfort, excellence, and even luxuriousness even in this day of luxuries.

Of course, broad vestibules, steam heat and steel platforms are there, and there are nearly 300 electric lights on the train baggage car and day coaches being thus lighted also.

The train runs from St. Paul to Portland, Oregon, passing through Minneapolis, Fargo, Bismarck, Butte, Missoula, Spokane, Seattle and Tacoma.

Connections from Duluth and Superior and for Helena are made en route.

Send to Chas. S. Fee, General Passenger Agent, St. Paul, six cents for Wonderland 1901, a royal book having a chapter on this royal train.

Old People Have Their Troubles.
Mr. Francis Little of Benton Harbor, Mich., is over eighty years of age. Since 1865 he has been troubled more or less with indigestion and constipation and has tried almost everything in use for those ailments. Last August he began using Chamberlain's Stomach and Liver Tablets and was soon feeling much better. In a recent letter he says, "I have used three boxes of the Tablets and now think I am well." These Tablets improve the appetite and invigorate the stomach, liver and bowels. For sale by J. W. Hess.

Vandalia Time Table.

IN EFFECT JUNE 3, 1900.

Trains leave Plymouth, Ind., as follows:

NORTH BOUND.

No. 10, ex Sun. 8:25 am, for South Bend
No. 8, 10:00 am, " " " " " "
No. 12, Sunday only, 9:40 am, " " "

SOUTH BOUND.

No. 21, ex Sun. 5:45 am, for Terre Haute
No. 3, 12:34 pm, " " " " " "
No. 1, 1:30 pm, " " " " " "
No. 11, Sunday only, 4:30 pm, " " "

Lake Maxinkuckee Sunday special excursion train due Plymouth, south bound 9:14 a. m., returning train leaves Maxinkuckee 5:45 p. m.

For complete time card, giving all trains and stations, and for full information as to rates, through cars, etc., address C. Hartman, Agent, Plymouth, Ind., or E. A. Ford, General Passenger Agent, St. Louis, Mo.

Lake Erie & Western R. R.

In Effect on and after Sunday, March 3, 1901

Trains will leave Detroit, Chicago and St. Louis as follows:

SOUTH BOUND.

No. 20, Toledo, Chicago & Michigan Express, Ex. Sunday, 12:00 pm
No. 22, Toledo, Chicago & Michigan Limited, Daily, 5:15 pm
No. 24, Muncie, Lafayette & Michigan City Special, Ex. Sunday, 11:50 pm

SOUTH BOUND.

No. 21, Detroit, Indianapolis & Cincinnati Express, Daily, 5:50 am
No. 23, Chicago, Detroit & Indianapolis Special, Ex. Sunday, 10:38 am
No. 25, Chicago, Toledo & Indianapolis Special, Ex. Sunday, 5:15 pm

ELIGIBLE NEW SERVICE AND EQUIPMENT.

Trains Nos. 20, 22 and 24 make direct connection for Toledo, Detroit, Chicago and St. Louis. East, North and Northwest.

Trains 20, 22 and 24 make direct connection at Indianapolis Union Station for Cincinnati, Louisville and all points in the Southeast, South and Southwest.

Trains 23 connect at Indianapolis with fast trains for St. Louis and Southwest.

For further information call at L. E. & W. Ticket office.

J. M. DAUBENSPERCK.

Agent Lake Erie & Western R. R. E. C. DALY, General Passenger Agent.

NICKEL PLATE

All trains arrive at and depart from Van Buren Street Union Passenger Station, Chicago.

Uniformed Colored Porters attend passengers holding first and second class tickets in day coaches on thru trains, insuring scrupulously clean cars enroute.

East read down. All Nickel Plate trains daily.

West read up.

Local freight, eastbound between Stony Island and Knox, only on Nos. 5 and 10 Chicago and St. Louis, westbound only on Tuesday, Thursday and Saturday.

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